

# DODGE CITY TIMES.

SEVENTH YEAR.

DODGE CITY, KAS., DEC. 21, 1882.

NO. 344

## SUTTON & WENIE.

ATTORNEYS AT LAW.

DODGE CITY, KANSAS.

## J. T. WHITELAW.

ATTORNEY AT LAW.

DODGE CITY, KANSAS.

## THOMAS S. JONES.

ATTORNEY AT LAW.

DODGE CITY, KAS.

## CENTENNIAL BARBER SHOP.

HENRY KOCH, Proprietor.

Shaving, Shampooing and Hair Cutting done in the latest fashion.

## CITY DRUG STORE.

Drugs and Medicines.

PERFUMERY. TOILET ARTICLES.

PAINTS, OILS, &c.

Postoffice Building.

DODGE CITY, KAS.

## L. H. COLEBURN,

## BOOT AND SHOE MAKER,

In building north of the Postoffice.

DODGE CITY, KANSAS.

## J. TULLIS & CO.,

DEALERS IN

## GROCERIES & PROVISIONS

ALSO IN CONNECTION A

## RESTAURANT.

A few doors west of Postoffice.

DODGE CITY, KAS.

## SOUTH SIDE HOTEL.

(south end Arkansas River bridge.)

WM. STATES, Proprietor.

DODGE CITY, KAS.



BOARDING by the day or week.  
Good accommodations for stockmen.  
Corrals and Pasture for stock.  
Terms reasonable.

HORSES AND MULES BOUGHT AND SOLD

## IOWA HOUSE,

F. R. HOBBLE, Proprietor.

DODGE CITY, KAS.

A few doors west of Postoffice.

Good accommodations on reasonable terms.

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\$1 Per Year.

DAILY, per year ..... \$12 00  
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GLOBE PRINTING CO.

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## STOCK BRANDS.

We will insert Stock Brands on liberal terms, and respectfully solicit orders.

### G. LONGENDYKE

Postoffice: Pawnee Valley, Hodgeman county, Kansas.



Ranch on the Pawnee.  
Cattle Brand: U (connected) on right hip.

### BEVERLEY BROS.

Postoffice: Dodge City, Kas. Ranch on Blue Hole, Clark co., Kas.



Cattle Brand: B on left side and hip. B on right side: 30 on each side. 50 on each side.  
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## ATTENTION, LADIES.

THE undersigned is prepared to do all kinds of

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in length to suit customers, from 10 to 100 yards. Carpet chain always on hand. For further information call in person or address postal to WM. H. GILLARD, no 16-3m Olerie, Edwards co., Kansas.

## BANK OF DODGE CITY.

ESTABLISHED 1882.

Capital Stock, - - \$50,000

G. M. HOOVER, President.

R. W. EVANS, Cashier.

H. J. FRINGER, Ass't Cashier.

Directors—G. M. Hoover, R. W. Evans, H. L. Siler, W. H. Harris, H. J. Fringer.  
Correspondents—New York: Dime, Law, and Co. St. Louis: Merc. Continental Bank. Kansas City, Mo.: Bank of Kansas City.

Does a general banking business. Accounts of individuals, firms and corporations solicited. Loans and sells exchange. Will extend to its customers all facilities consistent with safe banking.

## DODGE CITY TOWN CO.

## Town Lots for Sale.

Prices to Suit all Parties.

Apply to

FRED. T. H. WENIE, Agent.

## "OLD HOUSE"

## SAMPLE ROOM.

DODGE CITY, KANSAS.

## WALTER STRAETER, Prop.

THE CHOICEST LIQUORS, WINES AND CIGARS.

## THE PERKINS'

## WIND-MILL,

THE MOST RELIABLE AND SUBSTANTIAL MILL MANUFACTURED IN THE COUNTRY.

FOR SALE BY

W. J. COLVIN & SON, Manufacturers' Agents, LARNED, KAS.

The mills are erected in a durable manner and are put up to stay.

## THE WATER IN THE ARKANSAS.

What few things are the motive forces in the universe. Water and steam are the most useful and powerful. Electricity governs the motions of the planets, and will yet become an agency in the movement of man's genius—the electric light and telegraph are guided by electric forces. Water converted into steam is the grandest and most useful and most powerful agent in the motive force known. Without water there would be no existence. This bit of clay suspended in the great space would be as useless as the lunar orb now moving behind his majesty the king of light. But here were things or matter created for existence and use. Water, a condensation of the vapors above, is beyond human conception in value. There is nothing to supply its place, except the gas eliminated from the human body, from that orifice, or gateway for hash, known as the mouth, or gas otherwise disseminated through the newspapers. This gas, however, could not be made a substitute for water, because it derives its existence from the aqueous substance and is a sub-agent in extending the utility of water. There is nothing to take the place of water unless it is poor beer; and again this commodity owes its existence to poor water. The subject of water must be considered as a matter existing for our purposes and uses. We can't run railroads by the gas generated through the human body, nor quench the thirst of a Texas steer at a Dodge City electric lamp post. The heat of the sun alone would grow onions anywhere—water is the other power with its capillary force sustaining existence and promoting growth. The extent of the supply and the use and demand of water have created a little stir in the Arkansas valley. Water rights and privileges are serious concerns everywhere. Especially so in an arid climate. To do the subject justice, to which we are hinting at, we ought to ascend the loftiest peak in the Rocky Mountains—and remain there winter and summer—and witness the never ceasing fall of rain and snow, which pass off in subterranean flow coursing through the mountains and under the plains past Dodge, down farther than Hutchinson, rising up in springs and creeks, and on on to the gulf, and back, back again to the lofty summit in rain or snow; or passing in subterranean flow down to Garden City and across the expansive desert, as constant and never ceasing like the everlasting condensation around the majestic peak.

It is true that the freaks of the climate will reduce the surface water—especially will the wind, as it blows across the dry prairies become intensified in heat, and to appease the wrath of its fury, swallow up the Arkansas river as readily and quickly as the dunghill swallows the glowing worm.

You know, dear reader, that the hot, angry wind sometimes takes a portion of the river bed with it—the "spread," so to speak—leaving us just one of the streams without any water in it. But dig down in the sand, like a Duck creek boy does for fish worms, and you will find water—plenty of water—enough to drink the immense herds in the valley or irrigate the onion patches at Garden City. But not enough, dear granger, to run the saw mills and corn meal mills at Hutchinson. You can't run a steamboat through a sand bank—you would run it in a river of water. You can't run a saw mill expecting the motive power of a bed of sand to be the propelling agent. After Garden City has harvested her crop of onions—several months after—to attribute the lack of "water power" in the Arkansas river sand, to the consumption of water by irrigation of the garden patches above us, seems to be as sublime a piece of folly as human conception is guilty of. In face of the fact that we have had no rain to speak of since the fourth of July. The river is low and sluggish on account of the cold—there is force in

heat;—and we imagine, if the Hutchinson corn or saw mills, were to convert their paddle wheels into kindling wood, and steam up, they would find more friction than on a cold paddle wheel.

From the Lakin Herald, Dec. 18th.

## \$200,000 To Be Invested in

A NEW STATION HOUSE AND DOUBLE YARDS AT DODGE CITY BY THE A. T. & P. RAILROAD COMPANY.

On Monday we stepped off at this live town, and received an invitation from a railroad official to look at the new yards and buildings that the company are erecting at that place. Our attention was first drawn to the foundation of the new station—that is to be erected. This structure will be 80x24 ft. and 24 feet high, two story bay windows. Here will be the main offices, such as ticket office, telegraph office and freight office, with private rooms up stairs for the agents to reside in. The platform will be over 300 feet long, and will be one of the finest stations on the road when completed.

We next wended our way through many piles of steel rails and lumber of every description, and were shown where the two round houses are to be erected with 26 stalls each. In the centre and south of the round houses the ground is laid out for the building of a machine shop. In front of the machine shop site stands material for three turn tables, one for each round house and one to be in front of the machine shop.

The elevated track for the new coal chute is receiving its share of attention as fast as the men can get to it. This coal chute is to be the largest on the road when built. The yards are now completely blocked up with material, and the men are at work laying new steel rails. The yards when completed will be over two miles long, and is known by railroad men as a double yard. On the south side of the main track there will be five switches, and on the north side four switches, making working facilities for four switch engines if necessary.

Every precaution is taken in case of fire. Barrels of water are to be found in different parts of the yards. When the new water tanks are built hose will be constantly kept on hand in case of fire. All of the low land is now graded so that the many acres occupied by the yards are as level as a floor.

We next visited the mammoth stock yards of the west, which are very interesting to those who never examined their construction. They are located at the east end of the track and are laid out in different compartments. Each compartment has its own lock and key, and twenty stock men may have cattle in the yards at the same time, still they are only neighbors stopping at the same hotel. These pens are all provided with water tanks and feed boxes. The sheep pens are on the north side, and are well laid out. The company have spared no expense in making these stock yards second to none. The loading of stock is a novel device, which is effected with Hogbin's patent stock chute. These chutes are the most convenient, durable and the easiest to work now in use. On the east end of the stock yards stands a telegraph office for the use of stock shippers; in fact there is nothing needed in or around the stock yards but what has been placed there by the company.

Texas could use a vast quantity more salt with great advantage. The Fort Worth Live Stock Journal says salt is the spice of life in cattle.

The refrigerator car business is being extended. The Northern Pacific railroad has contracted ten cars as an experiment.

The loco weed is said to be making itself felt in the Panhandle.